# WESTERN MEAT FOR NEW YORK

VEAL ALONE IS NOW RAISED IN THIS STATE.

Beef Dressed in the Cities of the Middle West and Shipped Here-100,000 Bushels of Oats Daily to Feed the City's Horse-Great Shipments of Grain.

The cattle from which the supply of beef for this city is obtained are raised on the ranges that extend from old Mexico to the Dakotas, including Missouri, Iowa and Illinois. The cattle are rounded up and oaded into cars "on the hoof." Sometimes they are purchased on the range by buyers representing the large packing houses, but the larger cattle raisers ship the beeves to the stock yards at the great primary markets, Kansas City, St. Joseph, Omaha, St. Louis and Chicago, where they sell them to the packing houses where they are killed, drossed and packed in refrigerator cars which are forwarded to the agencies of the packing houses or to other wholesale receivers at the places of market.

A bullock that weighs 1,200 pounds will at the stock yards bring on an average \$5.50 a hundred pounds, including 4 cents freight, making its total value \$66. When -it-hac-pussed-shough-sho-packing-house. its weight will have been reduced to 700 pounds. From Chicago to New York it will pay 6 cents a hundred pounds freight, and will sell in New York to the retailer at 8 cents a pound, or \$56. The apparent loss is made up and more than made up by the profit which the packing house receives from working up the hide, horns and hoof into by-products. Dressed beef comes to New York from the packing houses all the year round. It is not as a rule placed in old storage, there seldom being on hand New York more than one week's supply.

Veal comes in limited quantities from Veal comes in limited quantities from the packing houses, but the largest supply is from the State of New York and is shipped by express. A live calf that weighs 140 pounds will pay the grower about 9 cents per pound. It will weigh when dressed about 85 pounds and bring 14 cents a pound, the express charge to New York averaging 80 cents per 100 pounds.

Sheen are raised on grazing grounds.

Sheep are raised on grazing grounds that extend over about the same area as the cattle ranges. A live sheep will bring about 514 cents at the packing house and sell for 8% cents at the market.

Hogs are raised in every State of the

Union. The greater supply of the kind we eat comes from north of the Ohio River and the Mississippi Valley. They are brought to packing houses at central places of market the same as beef; killed, cured and sent to the final market in refrigerator cars. The price on the farm is about 6 cents a pound and there is a loss of 15 to 25 per cent. in the dressing. Hogs in great numbers are brought to New York alive, especially from up-State, Pennsylvania and New Jersey, and killed in local slaughter-

houses.

The 4,000,000 humans do not constitute the entire population of New York. It is estimated that there are over 400,000 horses and they consume about 100,000 bushels of oats a day. This takes in the entire district as far as Newark and Paterson. Oats come from Ohio, Indiana, Michigan, Wisconsin, Minnesota, Iowa, Kansas and Nebraska. The price at the farm that eight or ten years ago was 15 to 18 cents is now 25 to 30 cents, but the rate of transportation has remained unchanged at 6 cents a bushel from Chicago to New York.

Hay, the crop that in this country is second in value only to wheat, pays the farmer \$18 or \$19 a ton and sells here at about \$24 318 or \$19 at ton and sells here at about \$24 aton, having paid a freight rate of \$4 from Chicago to New York. In the large warehouses it is lifted from the dray to the upper storerooms by electric elevators, the power supposed to have been driving the horse off the earth being utilized to further his existence on this sphere in increasing numbers.

creasing numbers.

A discussion of the grain supply of New York would occupy a page of The SUN. The principal States producing grain beyond their own requirements are those of the Mississippi Valley. The grain acreage of the Southwestern States, which are alone capable of supplying the needs of the country, has vastly increased in the last country, has vastly increased in the last few years. The crops are shipped mainly to the elevators at Chicago, Minneapolis, St. Louis and Kansas City, where they are stored until converted into flour or meal at the locality or until shipped to other markets. The total receipts of grain and grain products in New York during 1906 were as follows:

Flour, bbls... Corn meal, bbls... Corn meal, sacks.

The rail rate from Chicago to New York on grain and grain products for domestic consumption has been  $17\frac{1}{2}$  cents per 100 pounds. The analysis of the production and distribution of grain in the United States, prepared by Dr. John F. Crowell and em-bodied in the sixth volume of the report of the Industrial Commission, shows that the andling and transportation charge is in a diminishing ratio to the cost of grain.

There is a constant decentralization in distribution. A generation ago practically all of the flour consumed within a radius of several hundred miles of New York and throughout New England was shipped to New York and reconsigned. Now carloads and train loads are consigned direct to the places of consumption.

DOG DIES DEFENDING CHILDREN. Fought a Tramp Who Threatened Them in Their Home,

SINGAC, N. J., April 21.-Rover, a dog belonging to William Greshauber, a farmer living near here, to-day saved his master's three small children from the harm with which a tramp threatened them for refusing to tell him when their father's

money was kept.

Mr. and Mrs. Greshauber were at cheren when the tramp entered the kitchen door.

The children—Helen, 11 years old, Mabel, 8, and Willie, 5—were playing on the floor

with their dolls.

First the tramp tried to coux the children to tell where the money was kept. When they refused he threatened to kill, them. He had locked the door after him when he entered and the children were unwhen he entered and the children were the able to flee. Their screams were answered by the barking of tha dog on the step. He rawed at the door and continued his bark-ing, and the tramp, evidently frightened, went to a window. As soon as Rover saw him there he leaped through the glass and fastened his test in the man's leg.

fastened his teeth in the man's leg.

The tramp's attention thus distracted The tramp's attention thus distracted, the children unbolted the door and ran down the road screaming to me, a young farm laborer whom they met, rushed to the house. The tramp was gone. Rover lay on the floor bleeding from a Rover lay on the floor bleeding from a wound in the throat. before the Greshaubers got home from

### INCENDIARY TELLS ALL.

Morristown Prisoner Signs a Confession

-Man He Accuses Denies It All. MORRISTOWN, N. J., April 21.-Thomas Fizzgerald, who with Frederick Schwickhardt is in the Morris county jail charged with setting the fires that have caused Morristown people to live in constant fear for some months, has made a detailed statement over his signature to Prosecutor Charles A. Rathbun telling of the fires he

and Schwickhardt set.

The Prosecutor went to the jail accompanied by Chief Halloway and Sergt. Morison of the local police, and Fitzgerald repeated to them the same confession he made Saturday morning after his arrest. Schwickhardt still denies all knowledge of the origin of the fires and says Fitzgerald telling what is not true. The men are and Schwickhardt's father is endeavoring to get ten men in town to go on his son's bond. Sentiment is strong against the accused men and it is doubtful if they will be able to

### TO ASK ROOSEVELT TO RETRACT.

C. F. U. Sends Three Delegates to Find Out About Moyer-Haywood Statement.

The Moyer-Haywood conference, formed for the purpose of collecting money for the defence of Moyer, Haywood and Pettibone very indignant at President Roosevelt for not replying to a letter asking him to take back a remark that Moyer and Haywood were undesirable citizens

On the request of Albert Abrahams, a ocialist, representing the Moyer-Haywood onference, the Central Federated Union pointed yesterday a committee consist-Abrahams, Morris Brown, another Socialist, and John S. Henry to go to Washington this week and ask President Roosevelt whether he intends to retract his state

Before the committee was appointed attacks were made on President Roosevelt by several of the delegates.

'President Roosevelt," said Abrahams, eems to be playing the same game that a chief of police was once reported to be playing. His advice generally was 'when you are caught with the goods, say nothing. Perhaps the President of the United States may not know the harm his remark will cause. To the average mind it would seem that he wanted to convey that he knew what he was talking about. This would have some effect on mibite sentenment and might influence the jury. It is better for more than one delegate to go as Mr. Roosevelt is in the habit of calling people liars, and if there were more than one to make a report the public would not think

"One thing we ought to know," said
Morris Brown. "If he has any evidence he
should make it known to the committee.
If he has not then he will go on record as a meddler in affairs that do not concern him.

If he refuses to see the committee we can
only brand him as a meddler."

"He would only deny it, if he thought it

only brand him as a meddler."

"He would only deny it, if he thought it was not liked," said James Porman of the Riggers' Union, a new delegate. "I believe he could give Ananias cards and spades."

Abrahams asked the Central Federated Union to participate in a body in the Moyer-Haywood protest May 4. The request was

SOCIALIST SHOWS ILL TEMPER. Denounces Roosevelt in Connection With Moyer and Haywood.

CHICAGO, April 21 .- "Back of the mill owners is Rockefeller and his billions, and it seems-although God forbid that this is true- that back of all this is the strong arm of the Chief Executive of the nation. saving: 'Go to, fall on your knees, pray, and I will watch and grin while you gurgle their blood,' declared J Edward Morgan, president of the Socialists, in his address before the Chicago Federation of Labor

here to-day.

Morgan was asked to address the federation after resolutions had been passed de-nouncing President Roosevelt for his assertion that Charles H. Moyer and William D. Haywood, labor leaders now under arrest in Idaho charged with being acces-sories to the murder of former Governor Steunenberg, were dangerous and undesirable citizens.

Five hundred labor leaders, representing

the 175,000 union workers in Chicago, unani-mously indorsed the Roosevelt resolution. Morgan's speech was full of condemnation for the officials who were responsible for the arrest of the members of the Western Federation of Miners. He classed the United States Army as ignorant and brutal and accused it of outrageous treatment of the families of union miners.

WHY MRS. THAW QUIT OLD HOME.

Former Coroner Says Relative of Mrs. Thaw Hanged Herself There Five Years Ago? PITTSBURG, April 21.-It came out to-day that the real reason for the refusal of Mrs. William Thaw to occupy the old family mansion, Lyndhurst, which has been offered for sale, was the fact that five years ago a woman who was visiting the Thaw

To-day former Coroner Jesse N. McGeary divulged the secret. The woman was from Kentucky and was the wife of a Presbyterian minister and a relative of Mrs. Thaw She hanged herself in one of the bathrooms.

A regular inquest was held, but the matter was not allowed to go beyond the Coroner. The Rev. W. L. McEwan, Mrs. Thaw's pastor, went with the body to the Kensermon. It is said that the Kentucky relatives are to this day ignorant of the fact that the woman killed herself.

Mrs. Willam Thaw has since refused to

stay in Lyndhurst except when surrounded by a large party—She has advertised Lynd-hurst for sale and has built—another residence near by. Ex-Coroner James McGeary to-day said he did not remember the suicide's name, but that it would be found among the

SHERIFF SHOT BY AN INDIAN. He Had Arrested the Red Man on the Onondaga Reservation.

STRACUSE, April 21 .- Michael M. Mooney of Hamilton, Under Sheriff of Madison county, was shot twice last night on the Indian reservation by Simon George, an

Onondaga Indian, whom he had placed under arrest on a warrant charging him with assault. As Mooney and prisoner were walking along the road the prisoner asked the Under Sheriff if he would like to see William Honyost, an Indian recently acquitted on a murder charge at Oneida, and upon receiving an affirmative answer the Indian called to Honyost. He did not stop and they started to overtake him. Then George refused to go with the offi-

Then George refused to go with the offi-cer, and drawing his revolver fired four times. One bullet struck Mooney in the chest and the other in the back. The In-dian shot once after Mooney fell. George started for the woods, saying he was going to commit suicide. He has not been found. Moorey walked three-quarters of a mile to a farmer's house and a farmer brought him to the Rockwell Springs suburban trolley line, on walch he came to the city. An ambulance took him to St. Joseph's Hospital. He will recover.

ALARMS FOR TWO CHILDREN. Police Searching for a Boy and a Girl Miss-

ing From Washington Heights. Elizabeth Grady, who lives with her parents at 189th street and Fort Washington avenue, left home Saturday afternoon saying that she was going to confession at St. Elizabeth's Church, at 187th street and St. Elizabeth's Church, at 187th street and Broadway, and when she did not come home ner parents began a search for her.

Father Thomas F. Lynch, the pastor of St. Elizabeth's, said that the girl did not come to the church, so yesterday the police were notified. Elizabeth is 14 years old and when she was last seen wore a plaid dress, a red jacket and a fur cap. She is feet 3 inches high weighs 165 pourds her.

frees, a red jacket and a fire cap. She is 5 feet 3 inches high, weighs 105 pounds, has brown hair and blue eyes. Joe Miller, 14, of 467 West 155th street, is another Washington Heights child for whom the police have been asked to search. He has not been seen about his home since pril 17. He whipped the son of a neighbor and when his mother told him she was going to whip him he went away.

Baby Hurt When Stone Hits Street Car. A stone rolled down the north slope of the high school hill in Jersey City yesterday and bounced against a Summit avenue car which was passing through a cut at the hase of the hill on its way to the Erie ferry It smashed a window and a piece of flying glass struck David Kearney, a seven-months-old baby, on the forehead, cutting him slightly. The baby was asleep in an aunt's lap. He was taken to his home at 3261/2 Ninth street.

### CORNELL HAS A FIGHTING NINE

GREEN BASEBALL TEAM PLAYS WITH GREAT SPIRIT.

Great Finish Against Syracuse Shows the Ithaeans Can Be Counted On in a Pinch -Injury to Pitcher Deshon a Handicap -Heavy Hitters May Prove Useful.

ITHACA, N. Y., April 21.-The effect of six w men in Cornell's'nine has been apparent ince the return from the Southern trip team has played with a fine fighting pirit, but in the first game against the prosional Syracuse State League team the thacans, in spite of landing seven bits to yracuse's eight, were unable to tally a run The team, though young and still in the gristle, gives promise of great improvement

is the season advances.

In her home games so far Cornell has deeated Rochester, 10 to 1, and Niagara, 3 to 2; then the Ithacans were shut out by Syracuse State League, 4 to 0, and the next day turned he tables on the visitors by a score of 5 to 4. In both the Niagara and the Syracuse games which Cornell won she obtained fewer hits ng them better and a little clever base runng she was able to win out. Against Niagara Cornell tallied four hits to Niagara's six. and in the victory over Syracuse six to the visitors' eight.

the critical view of the Cornell sine in anction shows the Ithacans a little weak at certain times during the game, but always rallying as the contest gets near its end and making a good finish. The best example of this was in e game in which they defeated Syracuse The game was only a seven inning one, and at the end of the sixth the score stood 5 to 1 in favor of Cornell. Gable, a new pitcher, was the box, and Syracuse started off scoring one, two, three order on a single, an error by Watson and a three bagger. Then with a man on second and one on third Cornell braced and fielded the next three men out it rapid style. This rally of a green team against a strong professional nine was an unusual one for so early in the season and indicates that though inexperienced the Ithacans can be counted on in a pinch.

Coach Danny Coogan deserves a lot of credit for the way in which he has brought the men out, having had such an unpromising bunch of men to work with at the start He has been sanguine of a successful te am all through the season, and after their first two tryouts Cornell seems to have come

up to his expectations so far at least.

One serious handicap which the team has suffered has been the retirement of Deshon to the bench on account of a bad arm. He strained his delivery paw on the Southern trip, and though he played in the first few nings in the first Syracuse game the weather has been so unfavorable that Coogan has been afraid to let him try to twirl the ball too such. Deshon was one of the star pitchers that Cornell had last year. Umstad was lost by graduation, and now if Deshon is to be lost through injury all the heavy work will have to fall on Lovejoy, with Gable the only man to help him out. Lovejoy is pitching n the best form he has ever been in and Gable shows promise of better things to come, but neither of them is up to the standard set by Umstad and Deshon last year. If set by Umstad and Deshon last year. If Deshon is crippled all through the season all chance of Cornell's making a fight for the championship disappears into thin air. In the four innings Deshon played against syracuse he showed that he had not forgotten the art of twirling and also fielded his place in sharp contrast to the way in which Lovejoy and Gable do the same. He picked up four hot grounders and threw the runner out at first, a feat which neither or both of the other men together made in all their games. The Ithacans also received another severe estback in the disqualification of Mantel and Caldwell by the faculty. Caldwell had out yet reported for work, but made a good ecord on the team in his freshman year, bough he has not been in college since then both of these men entered with the class of

l's eligibility rules a man cannot represent niversity after his class graduates from niversity no matter whether he personthis year was Mantel's first season on the rity baseball team, and would bave been all dome under either of them ald come under either the old four year le or the more recent three year rule. The seball authorities were not aware of this le as it was passed only last winter and year had been no occasion to enforce it. there had been no occasion to enforce

baseball authorities were not aware of this rule as it was passed only last winter and there had been no occasion to enforce it prior to this time. The student organization committee in going over the eligibility of all the members of the team this week picked out this flaw. W. H. Forbes was disqualified from rowing in the four oared crew the week before for the same reason.

Mantel was the greatest loss to the team, as he was in a hot competition for the position of first base with Watson. He was not quite as good in fielding as Watson but much better in hitting. Since he has been playing on Percy Field he has made at least one hit in every game he has played and has a couple of two baggers to his credit. There was also a possibility that he might be shifted to second base in view of the poor showing Reiber has been making so far this season.

The team is still in an experimental stage, and the position of second base is regarded as the one lamentably weak spot in the lineup. Reiber has not been showing up as well as he did on the Southern trip. He managed to pick up two hits in the losing game against Syracuse, but otherwise he has not connected with the ball. He is also weak in fielding. Every effort is being made to pull him into shape. The only other man for the place is Fulton and he has not been given enough of a trial to demonstrate his ability. As Coogan predicted early in the season, some of the men on the team have developed into heavy hitters, while others are pretty negative in this line. Higgins has been the most consistently heavy hitter, having knocked a two bagger; and Hellman, Mantel and Watson also have a two bagger to their credit. Bigelow and Capt. Brown are also two men who can be relied upon for a single at the time it is most needed.

In fielding the best work so far has been done by Capt. Brown. He has been all over the infield at once, and working in combination with Hellman at shortstop Cornell has a pair in these men that is hard to match on any college team. Together with Deshon. Lo

Cornell has had. In Ebeling, Coogan has discovered both a good hitter and a fast fielder, and Higgins at centre field is the most

A BASEBALL NINE NABBED. All in a Bunch Among the Disturbers of

consistently hard hitter on the nine

Subway Trains. Young toughs had control of things on express trains of the Broadway line of the subway south of Kingsbridge last evening for several hours and other passengers were put to much inconvenience. Affairs came to such a pass in one train that left 181st street about 7 o'clock that the police were called to the assistance of the road's detectives and an entire baseball nine was later locked up in the 152d street station

The boys got into the second coach of an express train and first off began sitting in the laps of passengers. All of the other passengers left the coach. When the train was approaching the 157th street station a distress signal was blown and half a dozen uniformed men got on board at the station and took the nine to the lockup. They came from the vicinity of Eleventh avenue and Fiftieth street and will be in the Harlem court this morning.

HOLYOKE, Mass., April 21.—The Connecticut Valley Lumber Company's mills,
at Mount Tom were destroyed by fire this
afternoon Loss, \$200,000. at Mount Tom were destroyed by fire this afternoon Loss, \$200,000.

A TICKLISH FAMILY ROW.

Too Ticklish for Fin elite, Who Passes It On to Walsh, Who's Married

Tilly Krekel of 540 West Fifty-first street and her husband, Charles Krekel of 543 West Fifty-seventh street, a cab driver, brought their domestic entanglements to the West Side court yesterday morning. Magistrate Finelite tried to unravel them. Mrs. Krekel wanted her husband to contribute to the support of their four children. Krekel complained that his wife wouldn't live with him.

"Now," said the Judge, taking the affair firmly in hand, "you look like a nice woman. Why don't you and your husband live together as man and wife."

"Why, Judge," cried Mrs. Krekel, "If I did I'd be tickled to death."

"There you are," said the Judge to Krekel, "She'd be tickled to death to live with Krekel hesitated. "I didn't mean I'd be tickled to death to

live with him," said his wife. "I meant I'd be tickled to death if I did live with He has tried to tickle me to death. He tickled my feet until I went into hys-

"That's funny," said the Judge.
"Well, it's no laughing matter, your Honor." said Mrs. Krekel. "I'm the mother of four children and I'm not going to be sickled to dooth by say, mas.
"You're quite right." said the Court. "Both of you had better come before Magistrate Walsh to-morrow morning. He's a married man himself and will be able to make a better job of this than I can."

COLUMBIA STROKE CHANGED.

J. C. Mackenzie Takes Cerussi's Place in First Varsity Boat.

The past week has been one of surprise for the members of the Columbia crew, who have been shifted about until there is hardly a man that feels sure of his place in the boat. The biggest surprise came on Saturday when J. C. Mackenzie, who has been rowing in the second varsity until recently, was placed at stroke in the first boat, while Cerussi, who was looked upon as being sure of that position, was sent to 4.

Mackenzie is a strong, wiry man, weighing omewhat less than Cerussi. He was the man who stroked the last year's freshman crew at Poughkeepsie. Rice is making so many changes that this particular one is regarded only as a trial. It is not improbable, however, that if Mackenzie shows the necessary endurance he will be the man who will stroke the varsity against Harvard, even though he is not in that position at Poughkeepsie. This change is only one of a series that has

helped to produce the impression that there is not a man in the first boat who may not be displaced at any time. This idea is borne out y the fact that in the races which they have had recently the first and second crews are almost evenly matched. Three times the second varsity has succeeded in beating the first, while in their last race the first boat won by a bare half length after a hard struggle, man closely in touch with the crews said

sterday:
Rice is sticking to the policy of keeping as men guessing, and in this keeping all the mat work at top speed. There are sure be some changes that will surprise people fore the end of the season. I do not believe at the crew as it is at present made uppresents at all the way it will go to Pougnessie. It would not be at all surprising if ere were changes in it even after the Harddrace, which is for two miles, while that Poughkeepsie is for four."

Poughkeepsie is for four.
The crew began with Braun at the bow, rdan at 2, Boyle at 3, Starbuck at 4, Von ltza at 5, G. Mackenzie at 6, Helmrich at 7 Saltza at 5, G. Mackenzie at 6, Helimrich at 7 and Cerussi, stroke. Braun, Jordan and Helmrich have not changed their positions. The first change came when Von Saltza was relegated to the second boat and his place taken by Boyle. Robinson was shifted from the second boat to Boyle's position at 3. The next change came when Starbuck was sent to the second boat and his place taken by J. Mackenzie, who until that time had been stroking the second boat. Mackenzie's place at stroke of the second boat was taken by Mitchell, who was moved up from stroking the third crew. Now Mackenzie and Cerussi have changed places, while Gillies has taken George Mackenzie's place at No. 6 in the first boat. This last change was made because of a slight illness of Mackenzie.

Rice says that he will not pick the crew as it will be made up to row against Harvard

until about two weeks before the race, which comes off on May 11. In the meantime he will work the men slowly up to the required distance. At present his training consists of a row of seven or eight miles every day. In the course of the row several short sprints, never more than three-quarters of a mile, are taken at top speed. This distance will be gradually increased until the men go the full distance at high speed. After one or two trials at this distance Rice says that he will be able to pick his final crew, as he will then be able to judge of the endurance of the men. It is expected that a four oared crew, which will bear some resemblance to the one finally selected will be made up in a short time, so that these men will get accustomed to rowing until about two weeks before the race, which Il be made up of the less experienced the second and third boats. Rice hor this way not only to get two good crews in the regath, but to give the men who are somewhat green, valuable training in waterman-

regatta, but to give the men who are somewhat green, valuable training in watermanshin.

Unlike the varsity crew, the freshman crew has been practically selected in its final form, only twelve men of the freshman souad having been retained. This is partly because there was not a wealth of material from which to pick and consequently the problem of selection was not so hard as in the case of the varsity. The men who constitute the boat at present are Steinschneider how: Hammann 2: Hauser 3: Dellenbaugh 4: Renshaw 5; Saunders 6; Keator 7; Murphy stroke and Bangs conswain.

In this form the boat weighs 1,302 peunds or has an average of not quite 163. It is likely that by the end of the season the average will be somewhat less than this as some of the men are still overweight. Dellenbaugh is the heaviest man in the boat and weighs about 180 pounds.

The freshman crew has been in a shell five times. On the first day out it did so well that several carsmen who saw it said that they had never seen freshmen do so well so early in the season. Since then there has been a slight falling off in the work, but the men still work together well and have little tendency to clip. The crew has not yet had a trial in competition. Rice believes that before anything of this kind is attempted the crew should have a thorough training in watermanship. Consequently at present he is devoting a great deal of attention to the form of the men, with only an occasional hard sprint to develop endurance.

As the race with the vale freshman has been cancelled the first real test of the freshman crew will come on Decoration Day, when it is entered in the junior eight cared contest in the Harlem regatts. In this race they are expected to meet the crew of New York University and also crews representing the Atalanta, Bohemian and Nonpariel boat clubs.

The varsity crews are at present boated as follows: First Boat—Braun, bow: Jordan, 2; Robinson, 3; Cerussi, 4 Boyle, 5; Gillles, 6 Helmrich, 7; J. Mac-kenzle, stroke: Winslow, coswaln, Second Boat—Haight, how; C. McClean, 2; Spaid-ing, 3; Starbuck, 4; VonSalltza, 5; Snevilly, 6; Cheadle 7; Mitchell, stroke, Durant, coxswaln.

Funeral of Ferdinand Greenbaum, After funeral services at the family home. Ferdinand Greenbaum, president and

manager of the Nassau News Company, was buried in Woodlawn Cemetery yesterday afternoon. The services were conducted by Rabbi Krauskopfh, his assistant Rabbi Vecto, and J. Ripon. Masons of Franklin Lodge, No. 41, F. and A. M.; officers of Ayreh Free Sons of Israel of the United Brethren, and of the Greenbaum Benevolent Association participated.

Baseball Notes.

The Washington Post relates an interesting occur-rence concerning the faming of Willie Keeler in the opening game, as follows: "Capt. Schlafty was roundly censured when Hoffman stole second was roundly censured when Hoffman stole second in the fifth inning and betther he nor Perrine covered in the fifth inning and betther he nor Perrine covered to bay. Hoffman started to steal when there were two strikes and three balls on Keeler. Blank-enship would undoubtedly have thrown him out, but had to hold the ball because the bag was not covered, and Schlaffy was charged with stupidity as a result, while the fact of the matter was that he was using his head and was really taking a chance which any thinking infielder would have taken under similar circumstances. As is well known, there is not a better batter in the land than Keeler. With three balls and two strikes on him it was 500 to I shat he would hit the ball, and for this reason Schlaffy remained in his position, preferring to allow Hoffman to steal than to take a chance of having AMONG THE AUTOMOBILISTS.

PHILADELPHIANS PLAN UNIQUE

eciety Women Interested in a Charity to Conduct Motor Car Exhibition in Which Vehicles Will Be Judged Like Horses on Action and Appointments.

At some time in the past Philadelphia may ave merited the oft repeated assertion that its citizens were "slow," but certainly no such saying can now be made concerning the autoobilists of the Quaker metropolis. Not nly have the male motorists of Philadelphia postirred themselves, especially during the ast six months, but that city boasts of having the second women's automobile club formed in this country, the first one being an organization out in California. Even as there are two clubs for their brothers, however, now there are two Philadelphia motoring organizations for members of the fair sex.

igo, taking the title of the Quaker City Women's Motor Club, but the projectors of the later club have not been content with so simple a title. Miss Margaret Longstreet Corlies, a poetess of some renown and famous locally as the founder of the Sedgely Club, a women's club devoted to aquatic sports, last week organized a motoring club for women is asserted that the club is to be named the "Naviganta Kambo," and that its membership is to be limited to those whose names are included in the most exclusive society circles of the city. Miss Frances Griscom, sister of former Ambassador Lloyd C. Griscom, and a skilful driver of her own cars, is to be vice-president of the club, while Miss Frances Von Lohn Earle, who also operates her own machine, is named as secretary. The report goes that there are fifteen members in all, but the rest are not

secretary. The report goes that there are fifteen members in all, but the rest are not known.

It might appear to the uninitiated that Philadelphia's fair ones would consider that the accomplishments enumerated provided glory enough for all, but this is a mistaken impression. The latest advices from that city tell of a project unique in the annals of automobiling, for an automobile show is to be held there in which machines will be judged like horses, as action, quality and appointments are to be judged in competition for a number of prizes. The show is to be held on Saturday, May 18, at the Belmont Driving Park, for the benefit of one of the local charlites, with a dazzling list of patronesses to give the affair the proper tone socially. It is stated, however, that the actual work of the show is to be performed by a number of prominent men, at present unknown, who have volunteered to serve as judges, patrol judges, starters, stewards, and even take charge of the gates as ticket takers and sellers.

Many handsome cups are to be awarded as prizes in addition to blue, red, orange and white rosettes, which will be pinned to the winning cars in much the same manner as winners at horse shows are decorated. The blue is to designate first prize, red second prize, orange third prize, with white as a mark of having been highly commended. There are to be sixteen classes, nine limited to owners of cars, while manufacturers and agents will be permitted to compete

prize, orange third prize, with white as a mark of having been highly commended. There are to be sixteen classes, nine limited to owners of cars, while manufacturers and agents will be permitted to compete for the others. In the classes for owners every oar and its appointments must be owned and driven by the owner or a substitute approved by the committee.

The fair soonsors of the undertaking have issued the following announcement: "Notwithstanding the fact that the automobile has become not only useful but a practical necessity and the devotees of such can be numbered by the thousands here in Philadelphia, we do not believe there has ever been held an automobile carnival in which the type of the machine and appentiments were of paramount importance rather than speed. In order to bring to the attention of the trade and the thousands of automobile owners in Philadelphia in a practical manner and assist in bringing about the adoption of certain styles of carrosserie and appointments for specific purposes and aid in determining a basis of what is and what is not necessary and good form it has been decided to hold this auto show. While the show will be conducted financially in the interests of the Pennsylvania Epileptic Hospital and Colony Farm, it is confidently believed that it will meet with an enthusiastic welcome not only among the automobile manufacturers, agents and dealers in accessories but also among individual owners of machines, who are naturally interested in everything appertaining to proper equipage. The inauguration of a carnivaval of this characterprobably the very first ever undertaken—will undoubtedly create unusual interest throughout the motor world, and the committee will leave no stone unturned to make it a brilliant success."

Just as a man is always presumed to be innocent until proved to the contrary when on trial for having committed a crime, so the driver of a car should make it a habit that around every corner in the city and every turn on the country road there lurks danger which he should be ready to meet instead of, as is actually the case, taking it for granted either that everything is safe or that if something should chance to obstruct the road it will move to one side at his coming. Probably there is no other one thing connected ably there is no other one thing connected with the automobile that rouses the ire of the driver of horses to such an extent as this headlong shooting around curves that is indulged in by the majority of motorists Doubtless the man behind the horse could orgive the motorist almost everything els would refrain from this one bad prac-

if he would retrain from this one bad practice.

In order to appreciate the position that the driver of a horse finds himself in under such circumstances it is necessary that the motorist should place himself in that condition. Let him drive a horse along a country road and see if he finds the "shot of a gun" coming on the scene of the automobile a thing to his liking. Familiarity with the car and confidence in its power of avoiding obstructions as well as of sudden stopping will doubtless cause him to be less disconcerted than would ordinarily be the case, but he is apt to characterize the average driver as inconsiderate when thus situated. There will never come a time when all blind turns on the road will be eliminated—rather they are increasing every day—so that to avoid accidents drivers must heed the injunction given to locomotive engineers to "slow down for curves."

This is the latest story of automobiling ingenuity that has come out of the boundless West: "It has remained for Clarence Gordon, a 17-year-old school boy of Clinton, la, to equip the family automobile with one of the most unique little contrivances ever evolved from the fertile brain of an experimental youth. Clarence sought the permission of his father to provide his Wayne touring car with an automatic 'road indicator'. The parent when assured that the improvement' necessitated no change in the motor and no considerable deviation from the lines of the body of the car gave his permission. The result is that young Gordon has installed a brass folder in which road maps of the environments of Clinton, with runs to Davenport, Dubuque, Sterling. Des Moines and other towns, are so placed that the mileage made by the car operates a delicate clockwork arrangement that pushes a sufficient stip of the map into view to keep the driver informed as to his exact location. I hope to perfect my little invention," said the youthful inventor, by adding notches so that turns in the roadway will be indicated by the tinkle of a little bell at a distance of say, one hundred yards from the point of turning. It is so simple that any time pa wants the machine stripped I can remove the touring auxiliary in two minutes."

den tours are good for anything at all they should serve to reverse this state of affairs. The careful driver who avoids accident and damage to his car and who is able to take care of it with only such "spares" as he may have at hand is in a class apart from the slam bang chap whose mottos is "get there, no matter how." The latter should get all that is coming to him when trouble arrives. He should be permitted to figure only in the column of "also rans," which is where he justly belongs.

In the ascussion of the Glidden rules it is astonishing that so little attention has been accorded to the absence of penalty for quitting. As the rules now stand this omission places a premium on sharp practice. Of course, it is perfectly fair that as a team

AUTOMOBILES.

AUTOMOBILE SHOW.

The first was formed a few short months

stripped I can remove the touring auxiliary in two minutes."

If the makers or owners of modest little runabouts are content to take their chances in a contest with big touring cars there does not seem any valid reason why the Glidden tour should be closed to them, but we confess that we cannot see wherein there is just cause for complaint against the rule which seeks to prevent the practical rebuilding of crippled or disabled cars during the course of the contest, says the Motor World. That sort of thing was one of the scandals of previous Glidden tours and a scandal is something that is to be avoided at all cost. No real tourist sets out with caches of parts located en route for his benefit or with a factory within reach of his wired commands and even if most of the Glidden tourists are merely make believes they should be forced to appear as nearly like the "real thing" as possible. The competitive tourist who requires the help of a factory or the attendance of a repair wagon and who cannot complete a journey with such "spares as he is able to stow in his car or with such makeshifts as his wits may devise does not describe to figure in the list of survivors.

In all this Glidden tour business and in nearly all other automobile competitions there is too much talk of the cars and too little talk of the men. The machine is made to appear the master of the man and if Glidden tours are good for anything at all they should serve to reverse this state of affairs. The careful driver who avoids accident and damage to his car and who is able to take care of it with only such "spares" as he may have at hand is in a class apart from the slam bang chap whose mottos is "get there, no matter how." The latter should get all that is coming to him when trouble arrives. He should be permitted to figure only in the column of "also rans," which is where he justly belongs.

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of ten cars takes 3 1-3 times as much risk as a team of three Cars ting the trade of handicapping should favor the former, but according to the rules a ten car team might be reduced to eight or even six cars and still will be penalized only one-tenth point for each offence, while a fortunate three car team would still be laboring against the handicap of one-third point per error. If all cars were to continue to the end of the contest the basis of handicapping would, beyond a doubt, prove absolutely fair—at least on the basis of past average performance. But in the absence of penalites for withdrawal the handicaps are rendered of minimum benefit.

All that is necessary is that a crippled member of any team withdraw before penalities for tardiness have piled up to the detriment of his team. To cite an extreme possibility, the case of a ten car team may be instanced. Seven members of that team may quit at the first control or may announce their withdrawal at the close of the first day, and yet on the face of the rules the remaining three members will continue on the one-tenth rating, while a three car team having no withdrawals is having its lapses charged against it at the rate of one-third of a point.

Gasolene vapor cannot be driven out of an inspection pit after it is once in, except possibly by "fanning" it out. The vapor is harmless, however, until a naked light is carried into the pit or a match struck. If there is a gassy smell about it it is not safe to bring any light into the pit except an electric incandescent bulb or an enclosed lamp such as miners use. as miners use.

The questions arising under the new Indiana motor vehicle law have been settled satisfactorily by Attorney-General Bingham, to whom the measure was referred. Under his decision those automobilists holding registration certificates under the 4905 law must again register, but need not pay a second fee. It is provided in the new law that numbers must be of greater height and a new system of numbering is also required. However, Attorney-General Bingham says that while owners must obtain new numbers they need not make a second application or pay a second fee. On April 10 the new law, became effective by a proclamation from Gov. Hanly, It is a revision of the 1905 law, containing several amendments. It is estimated that Indianapolis will lose about \$2,400 from the new law. The annual fee for several years has been \$3 a year, which is now eliminated, As a result bicycle owners and drivers of horse drawn vehicles are complaining. Those who ride bicyles must still pay \$1 a year, while horse drawn vehicles will be compelled to bear license tags costing from \$3 to \$15 according to size and width of tire. The The questions arising under the new Indiana while horse drawn vehicles will be compelled to bear license tags costing from \$3 to \$15 according to size and width of tire. The vehicle license ordinance has long been a profitable source of revenue for the city and the money derived has been applied on the street repairs and improvements. This will now be lost, but it is believed some other source of revenue for fixing the streets will be found by the city officials.

CLEANING ENGLISH SPORT. Too Many Athletes for Athletics' Sake at

Oxford Is the Complaint. among American college men as to methods of cleaning up sport in the universities, a campaign conducted with a great deal of of this kind are managed in England. There of London which may enlighten many persons.

"There is a serious agitation at Oxford for the raising of the standard of the past degree and the proposal has its bearing on athletic as well as academic affairs. Many athletes, it is true, are quite capable of distinguishing themselves in the examination halls as well as on the river and in the cricket and football fields, but there are a certain number of others-excellent fellows many of them-who enter their names on the college books solely for the sake of the sports and could not pass difficult examinations if they would and would not if they could. It has always been believed that some colleges having more to be proud of in their aquatic or other athletic records than in the list of their intellectua

be proud of in their aquatic or other athletic records than in the list of their intellectual distinctions have laid themselves out to encourage and make things easy for undergraduates of this stamp.

"The classical story bearing on this subject is of a freshman who was rejected at the entrance examination of a college which need not be named in ignorance of the fact that he had played cricket for one of the crack counties. The error being discovered, a common room meeting was called and instant measures were taken to repair it. A relay paid telegram was despatched to the candidate inquiring the date of the Norman conquest. He gave the correct answer on the form provided and immediately received another telegram to the effect that he might be enrolled as a member of the college as soon as he paid the fees. Very possiby that story is not true, but it may be regarded as typical of the attitude of certain colleges toward athletic applicants. Such practices will, of course, have to cease if the present agitation is successful, and Oxford athletics may suffer somewhat in consequence. Even if that does happen athletes will hardly have any good ground of complaint, seeing that neither the university nor any of its colleges was founded or endowed for the promotion of athletic sports; but the loss, we imagine, will only be occasional and not catastrophic, even from the athlete's point of view. Most athletes, after all, can pass decent examinations if they give their minds to them and on the whole it would be better that the presure should be applied."

This is not set forth as conjecture and comes from the leading sporting paper. If affairs are like that at Oxford it appears to

comes from the leading sporting paper.
affairs are like that at Oxford it appears
most Americans that they are no worse here

LEXINGTON TURF NOTES Two-Year-Olds John Marrs and Richmond Duke Do Fast Work.

LEXINGTON, Ky., April 21.-Two of the ost creditable workouts of the two-year-olds at the Kentucky Association track were scored last week by John Marrs, in Walter Grater's stable, and Richmond Duke, trained the colored trainer, Jack Williams, both doing four furlongs in hand in 50% seconds, with stake weight up. John Marrs is a son of Jack Point, out of the dam of Athlone, while Richmond Duke is a son of Russell, out of imp. Richmond Hill, by Esterling. S. C. Lyne has a stable of eight horses in training at the Kentucky Association track and is superintending their training in person. He thinks highly of the two-year-old Coaster in his string. The latter is by Prince of Melbourne, out of the famous Long Shore,

the dam of the trio of stake winners, Apple gate. Kit efoot and Winged Foot. W. A. Smith's crack two-year-olds are supposed to be Bigen, by imp. Baldur, the Rebel,

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plans of making an Eastern invast the daughter of Flying Dutchman this Of the fourteen mares in the stugowan Farm of Capt. T. J. & G. eight have already foaled, four of shortly foal and only two of their stuhave proven barren this year. The far dropped are: Chestnut coit by —Lady Hope, by imp. Deceiver. colt by imp. Mazagan—Jeannette imp. De Beauvoir; bay filly by imp. Ace of Hearts, by imp. Zorilla. che by imp. De Beauvoir; Den Voyage. I chestnut filly by Alan-a-Dale—Mad by imp. De Beauvoir; chestnut filly sel—Clarissa Harlowe, by Chance, by imp. Sempronius—Lady Balg. The Commoner; bay filly by imp. Se—Ellengowan, by imp. De Beauvoir old by imp. Sence of the street of the season at Stud by imp. De Beauvoir are the liget of the sire of Au Revoir.

Yachts Change Hands. The following transfers of yachts ported through the agency of Ho

of Boston: The 31 foot auxiliary sloop Hos by Augustus P. Loring of Boston, he sold to Irving Van Wart of New York Hostess is a fine type of the modern and and is equipped with a powerful and is equipped with a powerful power gasolene engine.

The 35 foot cruising yawl Takifes by Walter Burgess of Boston, has to Prof. Arthur A. Noyes of Boston. The 18 foot racing sloop Fritter, a Augustus P. Loring of Boston, has to H. S. Bloomfield of Winthrop, Ma The 18 foot sloop Cuyamel, owned Godfrey of Boston, has been soid to R. Bogardus of Boston.

The 22 rating sloop Ghost, owned by P. Burgess of Brookline, Mass. has to Gordon Prince of Boston.